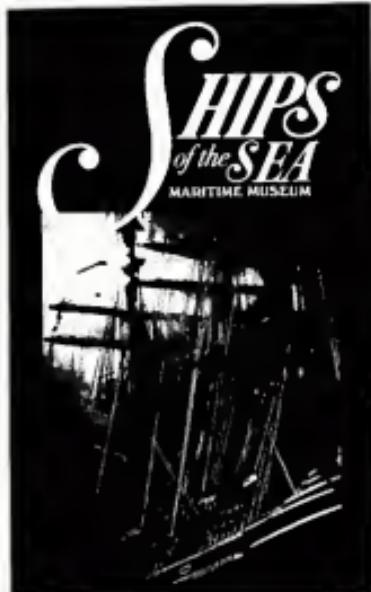


1992 -2



The Journal of the Ships-in-Bottles Association of America

Come Sail With Us!

Take a voyage through time in one of the world's finest maritime museums and live the adventure of man's age old quest to rule the sea . . .

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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MEMBERSHIP in the Association is open to any person, regardless of ability as a Ship-in-Bottle builder. For a membership application, please write to the Membership Chairman—DON HUBBARD, P.O. Box 150750, CORONADO CA. 92178 U.S.A. ANNUAL DUES ARE \$ 15.00 per year, for both North American and Overseas Members. **DO NOT SEND CASH. SEND CHECK OR MONEY ORDER ONLY.**

ARTICLES & PHOTOGRAPHS for publication in THE BOTTLE SHIPWRIGHT should be sent to the Editor at: 5075 FAIRPORT DRIVE, SPRINGHILL, FLORIDA, 34606 U.S.A. Material which should be returned to the sender, should be clearly indicated. Every effort will be made to safeguard such material, but the Association cannot be responsible for loss or damage. The editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication.
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BACK ISSUES of The Bottle Shipwright are available from SAUL BOBROFF, 31 WASHINGTON STREET, BEVERLY, MA. 01915. U.S.A. Cost is \$4.00 EACH and that includes postage. Please send check or money order payable to Saul Bobroff.

DECALS & PATCHES for the Ships-in-Bottles Association of America are available from JIM DAVISON, 1924 WICHITA AVENUE, BOTAL OAK, MICH. 48071 U.S.A. Please send check or money order payable to JAMES R. DAVISON. The 4" embroidered patches are \$ 3.00 each. The 1" decals with easy peel backing are \$ 1.15 each or 2 for \$ 1.00. Jim also has a 1" metal badge with our emblem for \$ 4.00 each.

The Bottle Shipwright

Volume 10 Number 2.

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Regular Features.

FROM THE PRESIDENT.
ALL HANDS-Frank Skurka.
FROM THE MEMBERS.
FROM THE EDITOR.
LET GEORGE HELP YOU DO IT.-
--George Pinter.

ON THE COVER

Part of Brochure from Ships of the Sea Museum in Savannah Ga.

BACK COVER

The Back of the Brochure.

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the
prez sez...

...ATTENTION ON DECK ! THIS IS THE CAPTAIN !!

The list of new members in the last issue (1992-1) of the Bottle Shipwright was very impressive and I would like to welcome all of you new members aboard. We would like to have you join us in sending articles and/or photo's of your work to Ray for publication, and we would certainly like to see you at our third Conference this September 11th, 12th and 13th in Savannah Georgia. We only have these get togethers about every two years, so don't miss this one. You should have received the special mailing Ray and Frank sent out in May. With the flotilla of tall ships coming space will be at a premium, so send in your form to Ray. AND WELCOME ABOARD.



RIT THE BOTTLE

Jack

FROM THE EDITOR-----

Material for the Editor should be sent to--- 5075 Freeport Drive
Springhill, FL 34606

Ray Handwerker

TRY THIS TEST.
Breathe on the circie at right:

If it turns green, you have the flu.
If it turns blue, you have a cold.
If it turns yellow, you have arthritis.
If it turns red, you have tired blood.
If nothing happens, you're healthy and

well enough to attend our third S.I.B.S.A. conference, to be held at the Ships of the Sea Museum in Savannah, Georgia, on the 11th, 12th, 13th, of September 1992.

The museum is rolling out the red carpet for us. The Savannah River Cruise Line is putting on their A-Team Chef's for your culinary delight. The International Olympic Committee is sending a flotilla of tall ships for your viewing and photographic pleasure.

DON'T MISS THIS! All roads lead to Savannah. Room rates are as low as possible (the motel also has a pool and Restaurant) Airfares are cut to the bone. Thanks, Bill for the above test.

Now bring those refilled bottles to Savannah!

WELCOME ABOARD NEW MEMBERS.

Humble Apologies first to Duncan Gray, past editor of Bottleshop, now assistant editor. When I screw up, I do it big time. Hope my letter of 4/28/92 answered your questions.

Duncan Gray, "The Crowe Meet" 72 Pontiac Rd. New Marake, Cleveland 13 11 SAN England.

Richard B. Adams, 1093 Stratfield Rd. Fairfield, CT. 06432.

Andrew S. Bloom, 2402 A Forestwood Dr. Bryan, TX. 77801.

Bruce Foxworthy, 3891 Woodland Dr. Highland, MI. 48356.

Mickey Martelie, 169 North Main, Wellsville, N.Y. 14895.

Thomas J. Ryan, 2473 Bayview Ave. Wantagh, N.Y. 11793.

Lawrence N. White, 20 Beardman Ave. Manchester, MA. 01944.

ADDRESS CHANGES.

Howard W. Hogg, P.O. Box 06112, Ft. Meyers, FL 33906.

Jim Hood, 2100-200 Burrard St. Vancouver, BC, V6C 3L6 Canada.

Thomas W. Lemon, 16171 Tiverton Ct. Northville, MI. 48167-2055

Robert Lynn, 218N. 375W. Valparaiso, IN. 46383-7726.

Jeff Phillips, Editor, Model Ship Builder, P.O. Box 128 Cedarburg WI. 53012.

THE ANNUAL DUES ARE DUE WITH THIS ISSUE. Check the mailing label your Bottle Shipwright came with. It shows the month and year your dues expire (6/92) right after your name.

Welcome to the new Editor of Bottleshop:

Derrick Palmer, Flat 2, Laburnum House, Redhill Dr. Northbourne Bournemouth. England.



My grateful thanks for the following excerpt, taken from the May/June issue of " AAA Going Places ". The bi-monthly publication of the AAA Auto Club South, Tampa, Florida. The Managing Editor Milana M. Petty, interrupted her busy schedule to obtain permission from the Editor in Chief, Phyllis Zeno , who wrote the following pieces with more eloquence than I could manage. { see pg.19 of Going Places }

SAVANNAH

On February 12, 1733, British General James Edward Oglethorpe sailed up the Savannah River with 144 English men, women and children and chartered the Georgia Crown Colony in the name of King George II.

Although he did not foresee it at the time, General Oglethorpe created a city for future generations to discover with unending astonishment.

On foot or by bicycle, in a clipp-clapping horse-drawn carriage, a guided tour van or your own automobile, Savannah unfolds like the pleats of a fan and the chapters of a romantic novel that must be read cover to cover.

Start your explorations in General Oglethorpe's own footstep, the nine-block RIVERFRONT PLAZA stretching along the Savannah River. On bluffs above the river, FACTORY WALK, with its brick warehouses that once held cotton from Georgia plantations, is now alive with seafood restaurants, jovial taverns and shops where you may take home a ship's lantern, a watercolor seascape, pottery, shell jewelry or a pound of fudge.

Step aboard a paddlewheel cruise boat.. Spirit of Savannah, Magnolia or First Lady of Savannah.. and enjoy closeup views of mammoth cargo ships bound for Savannah's busy port.

The River Street Rambler is a real live freight train that makes a daily run down River Street, playing Dixieland jazz while its gaily dressed engineers wave to onlookers.

Savannah's 2.5-square mile National Historic Landmark District is one of the largest of its type in the country with more than 1,100 restored structures rated historically and architecturally significant.

Shortly after the Summer 1992 Olympic Games in Barcelona, Spain, a flotilla of tall ships will sail into the Savannah harbor, which will be the setting for the Summer Olympic Yachting Events in 1996. The years in between will bring a flurry of activity with the annual maritime festival and yachtsmen from all over the world participating in pre-olympic Regattas.

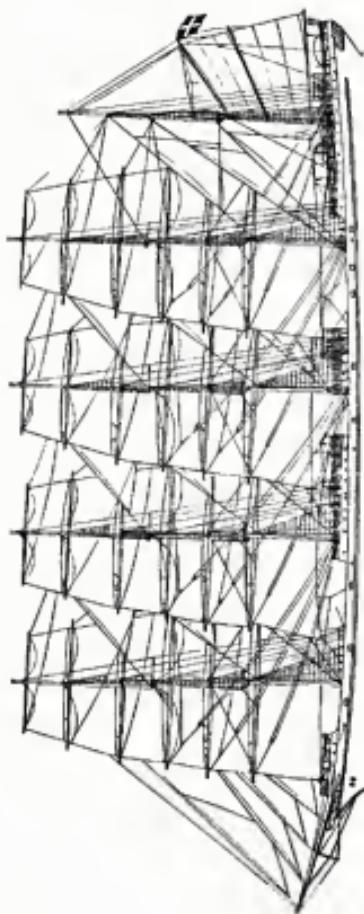
Dining runs the gamut from rustic seafood shanties that serve shrimp, oysters, blue crabs and flounders to elegant Southern restaurants in ante-bellum mansions. Among the best of these are -17Hundred90; The Bear's Head; Pirates House; Mrs. Wilkes Boarding House.

Having now been to Savannah to set up the upcoming conference of the Ships-in-Bottles Association of America, I can say that the lady know's of what she writes. I can only add one small item. Wear comfortable walking shoes if you plan to walk either Factors Walk or River Street.

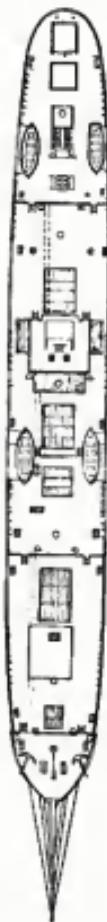
Once again my thanks to Phyllis Zeno and Milana Petty for their, courtesy, assistance and permission to a perfect stranger.

If you drive a car, the AAA is a great organization to belong to, with more services offered for the price of their dues, than any other auto or travel club that I know of. My wife Nancy and I are members , and have their discount new car buying plan to thank for the car we drove up to Savannah. Try them you will like them.

KØBENHAVN



V.L. 99



MINIATURE RAILING JIG.

The miniature railing jig drawing below illustrates a device that I use to make most of the railings for my Eagle 8-1/2" model. I needed something that would turn out a consistent quality of railing at the very small scale I was working in. I found that it worked well, and plan to save it for future use.

I purposefully left off any dimensions in the drawings, as different models might require different sizes, but the idea would still be the same. I used a 1" x 5" x 2" basswood block for the base, a couple of pieces of 3/16" thick plastic for the raiser bars and pieces of metal tie band, flattened on one end and sharpened on the other, from plastic garbage bags for the pins. The pins along both sides, next to the raiser bars, were spaced to match the needed space for the rail stanchions. They were pushed into holes drilled into the base so that about 1/4" extended above the base. I next glued the plastic raiser bars just inside of these rows of pins, as shown in the drawing. The remaining pins were similarly mounted, matching the spacing for the stringers, or horizontal portions of the railing. The jig was now ready for use.

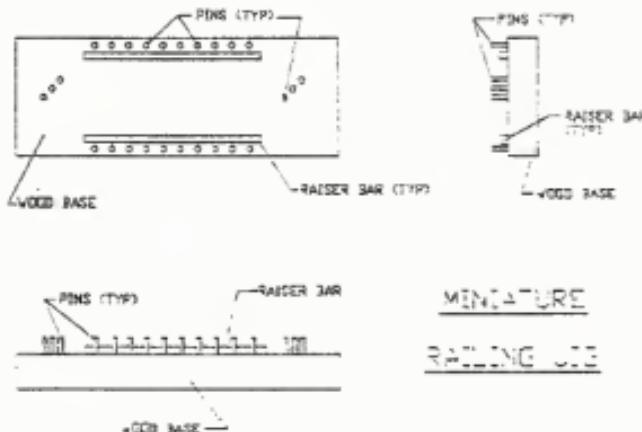
I used 6/0 fly tying thread and cyanoacrylic glue to make the railing itself. Since the thread was waxed as bought, I ran a two foot length of it through my pinched fingers a few times to remove most of the wax, but not so much that the thread unraveled. I then taped one end of the thread to the back of the base and brought it around front and wrapped it around one of the end pins along the raiser bar, in a clockwise direction. The thread was then taken straight across to the other side and wrapped in the same direction around the first pin on that side. The thread was then led to and wrapped around the second pin on this same side and wrapped around it in a counter-clockwise direction. After this it was once again led straight across the jig and wrapped around the second pin on this side in a counter-clockwise direction. I continued to continue this process until all the pins on each side were wrapped and I had a number of parallel lengths of the thread between the raiser bars. The change in direction of the wraps between the opposite pairs of pins assured that the spacing of the parallel lines was equal. The end of the thread was then wrapped to the back of the base and taped. A tweezers was then used to push the thread wrap at each pin down as low as the raiser bar would permit. I then saturated the center portion of each of the thread segments nearby but not to the raiser bars, with cyanoacrylic glue using a piece of fine wire as an applicator. Once this glue was dry I proceeded to wrap a second thread in the same manner only on the stringer pins, and over the top of the stanchion thread. After this thread was pushed to the base at each pin with a tweezers, I applied cyanoacrylic glue with the wire applicator to these lengths, paying special attention to where they cross the stanchion thread segments. Once the glue was dry I was able to cut the whole thread assembly off of the jig, and using a single edged razor blade, cut off the excess thread above the top stringer.

Miniaature Railling Jig- continued

The raillings made with this jig were really a lot tougher than I thought they would be, they could take a fair amount of handling. As in my Eagle model I had carried the railings about .154" above the deck, I could cut the stanchion portions to length and simply glue the railings to this and the deck for installation. I simply cut them to length and glued them in, one or two stanchions at a time. They even wrapped around the stern and other curves rather well. I started my railings after installation with a very fine brush and flat paint. I had to have a separate jig for the railings on either side of the stairs, but the entire process was virtually exactly as stated for the railings above. I believe this to be a very handy method for turning out very small scale railings, especially advantageous to ship model builders.

ANCHOR & WEIGH

John Fox III





LET GEORGE ^{help you} DO IT

For assistance--- Write to:
G.Pinter 199 Elm St. Halifax, Ma. 02338.

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆

wrote with kind words regarding the cover for the holiday issue.

My mail tells me, some members are still having trouble obtaining plasticene, while others are experiencing extreme difficulty working with plumbers putty.

Plasticene should not be hard to find at toy outlet stores, such as toys R us or Child World. Also just about any toy department in large department stores and art supply stores should carry it. Just ask any little kid where he gets his/her modeling clay. (mommy got it for me--Ed.) Sorry George--couldn't resist.

Making Ships in Bottles, by Leon Labietour and Ships in Bottles by Don Hubbard, both discuss putty etc's. I highly recommend both books.

For the beginning ship bottler, I think Hubbard's book is unquestionably the better treatise on putty etc's, because the detailed narrative is accompanied by many step by step photo's. Obtain both of these books directly from the authors if you can't find them locally. Write to them regarding price and shipping costs.

Most problems with putty seem to be, it's too oily, goopy, etc. Spreading it in flat "pancake" shape on layers of newspaper for a few days will leach out a lot of the oil.

Recently, I had the opposite problem--the putty was dried out!. Putty is strange stuff--it doesn't harden uniformly, it seems to develop random hard lumps in the process. These lumps are aggravating, and in the past I have discarded such lumps. Then Don Hubbard mentioned he has "Naked" putty in a microwave oven to soften it. OK, why not.?

Needless to add a bit of putty to a current project, I was dismayed to see the remnants of that mixed color had begun to get quite hard. I'll try the microwave.!

Yes it did soften the putty somewhat, but I still had those lumps to contend with. So--laying the putty on a plastic container lid, I added a couple of drops of linseed oil, rubbing it generously on the surface. After "Naking" it for another 2 minutes I was able to work it with a teaspoon, mixing and kneading it. I was then able to reconstitute the entire mass of partly dried putty, thereby having enough "identical color" material for the touch up job.

I am looking forward to seeing you at the coming SIBAA conference. A great time to see old friends again and meet some new ones. I hope to be able to meet some of you folks that have written to me with your problems and suggestions.

---SPECIAL NOTE TO NEW MEMBERS---

I urge you to attend if at all possible. Rarely will you see a better display of superbly crafted bottled ships at one time.!

Let's have a good turn out for this one !!

Don Hubbard, P.O. Box 180550, Coronado, Ca. 92178.
Leon Labietour, "Seascape", King St. Robins Hood Bay, Whitby
North Yorkshire, England.



It is with sadness and regret that I must ask Don to strike the following four names from the watch bill.

Robert Gabel
Virgil Herin
Capt. Gary D. Lutes
Anne Pinter

The Lord must have needed four good people for his crew. They will be sorely missed.

The Five-masted Barque, ECEDENHAVN, plans are the last of the plans sent in by VIDAR LUND through CHARLES HANDBUILT as a cargo carrying training ship for the Danish East Asiatic Company in 1921. The last five-masted barque built, she traded worldwide mostly carrying cargo to her owners factories.

She left Buenos Aires December 14, 1928 for Melbourne in ballast, and was last heard from when she had radio contact with the Norwegian steamer William Blumer on December 21st and 22nd. They agreed to speak the next day, but no-one ever heard of the great down, and it was never established what really happened to her or her complement of sixty pupils and crew members.

Length: 112.4 m (362.5 ft). Beam: 16 m (52.5 ft). Depth: 11 m (36ft). Tonnage: 3901 grt. 3329 nrt. 5200 dwt.

my thanks again to VIDAR and CHARLES, for all these fine sets of plans. If anyone else would like to send in plans for the members to use and share, please send them in. Along with the proper permission slip.

Now here's a request for help, from none other than GEORGE PINTER. He needs your help with a minor non SIS related problem. " As some of you may know, I am a collector of antique tools (as well as a lot of other junk). I have found a particular brand of stove polish to be superb for refinishing steel or cast iron tools. My problem is I can no longer find it locally. Presto Stove Polish made by Richland Mfg. Co., Campbellsville, Ky. It is a paste that comes in a can similar to shoe polish. If anyone knows where (if) this is still available, please let me know.

Edgar (chip) FISHES, of 3053 Carriage Trail, Jonesboro, GA. 30236 sent in the following picture of himself, manning a booth at Career day at the Bethune Elementary School in Atlanta. Nice display "chip". Do I detect some scroll saw in your display ? The school principal is probably right, and that is sad that most inner city kids will never see an ocean. Sorry that the Atlanta Fire Department stole the show, but kids and fire trucks or police cars seem to attract one another.

Your present project of Walt Disney's " Nautilus " sounds interesting, and for anyone who is interested in this type of project you can write to " chip " at the above address. Maybe you can fill me in at the conference in Savannah, in September. Glad you like the Bottleshwright, and thanks for the letter and photo.



Edgar "Chip" Fisher's display, Career Day at
Bethune Elementary School, Atlanta, Georgia.

PAUL WEIDNER, of Canseelbury, Florida has sent in an article with photo's on BOTTLING THE ARMED VIRGINIA SLOOP OF 1768, and I will let him tell it in his own words. " I first saw this vessel on the front cover of Model Ship Builder No. 70. I acquired Clayton Freidman's book, "Modeling an Armed Virginia Sloop of 1768". The plan laid out the building of a POF model. I reduced the plan to meet the size requirements of the bottle. I then cut out the hull prorile and the individual bulkhead formers, gluing them on 1/64th aircraft plywood. Cutting out the parts I mounted the bulkhead formers on the hull profile in their sequence.

The hull was now ready for planking using HD scale lumber. The vessel is complete with deck furniture, ten brass cannon and all the rigging. All the running rigging operated to lower or raise the spare.

The lines were rove through small blocks, either single or double.

The deck was constructed of individual planks with very thin black nylon thread laid between the planks to set them off. I used Jack's hings (Hinkley Hinge) on the masts as I have on all the other full hull models I have built. I know that the use of it solves a lot of problems for me.

I think it's the greatest thing that has come down the pike.-

Thanks Paul- Beautiful Model, the pictures of which are in the photo section of this issue. Glad you are planning to come to Savannah. And I hope to see the Armed Virginia Sloop in person.



RALPH PRESTON, of Hinesburg Vermont sent in a short note and the most beautiful photo's of his most recently completed work, the "Charles W. Morgan". Ralph who does your photography ???? She took 13 years to complete, and is ensconced in a 19 gallon bottle made by Corning Pyrex. He claims it is the finest piece of glassware he has ever used. Judging from the photo's, I have to agree with him. Oh ! yes, she will be on display at the Berlin Museum for two years. I hope to see you again at Savannah in September. The Photo's are in the photo section. Thanks Ralph.

JACK -Kai-Cho-HEINLEIN, forwarded the photo's of CHRIS MAIR of India and some of his works. They, like the photo's from Paul Neidner, and Ralph Preston deserved their own page in the photo section. Jack went on to write--" Seems like only yesterday that Don Hubbard and I met for the first time , but after some years of correspondence in San Diego on the occasion of the First International Ships-in-Bottles Exhibition that was held aboard the famous "Star of India".

It was 10 years ago, on this occasion, that the Ships-in-Bottles Association of America came into being. In the intervening 10 years the Association has grown into a membership of over 400 members each building or collecting or building a collection of bottle ships in his/her own way. The Bottle Shipwright, our Journal, the major thread which binds us together has developed from very humble beginnings into a very fine publication at the hands of our capable Editor/builder, Ray Handwerker. (hey that's me- Av shucks!). To celebrate our 10th anniversary a super edition of the Bottle Shipwright is being planned for the first edition of 1993. Thanks Jack- first the carrot then the stick. I hope you and Hub are diligently working on the HISTORY of the Association I asked for ?? George Pinter is working on the cover design as we speak. So if you would design a cake decoration for the reception in Savannah, I will attempt to find a baker near the museum to build it for us.

JOHN L. PLAYFORD, of Newcastle Australia, a new member of the Association sent in this photo of the "Sachet B-Jackson" a 20 meter Gaff rigged topsail schooner he built a bottled model of. Thanks John.



And thanks for the Glass Shipyard . A great idea.



The Glass Shipyard
Ship's Papers

NAME:

TYPE OF VESSEL:

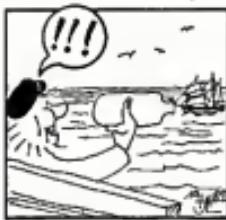
DATE VESSEL LAUNCHED:

BUILDER:

SHIPS HISTORY

OWNER OF THIS MODEL:

1. Hinnerk and his ship in bottle by Hans-Joachim Lawrence



2.



3



4



5



6



7



8



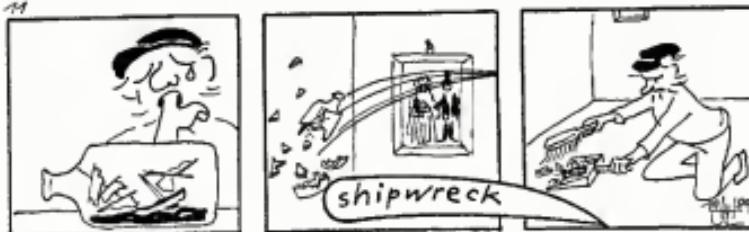
9



10



11



12





GEORGE PINTER

Already a successful artist when he began building ships in bottles, George has won numerous awards for his work and counts among his many commissions those of corporate executives and the U.S. Navy.

ALL HANDS

by
Francis J. Skurka

went into his bedroom closet and proceeded to draw pictures on the new paint. Dad was not pleased. George's father was a model builder: planes of all sizes; flying models; boats and ships; trains - just about everything. So, it was not strange that George developed an interest in modelling at an early age. He credits his father for his unquenchable curiosity about all things, as his father too, was interested in "everything".

Born 17 Sept. 1940 in East Cleveland, Ohio, George attended Euclid High School until he quit at the end of the 11th grade. The day he turned 17, he enlisted in the Navy. Among the many subjects he explored after leaving formal education behind, the Navy Schools for Machinist's Mate [basic power plant engineering] and refrigeration/air conditioning probably have had the most impact on his life, for they provided the means by which he would be "employable" anywhere, anytime.

Having gone to sea when he was young, George spent the next 10 years as a "Tin-can" sailor traveling many places from the Arctic Circle to Cape Horn and from the Orient to the Mediterranean - an education he now considers an important part of his artistic development and personal philosophy. He feels he was very fortunate to have been able to travel so extensively [37 countries] in so short a time. His love of the sea is deep and goes back to somewhere in his early childhood. He became interested in the old sailor crafts and determined to learn some of them. He served aboard the destroyers: *Deater* [DE 100], *Barney* [DDG 6], and *Imperial* [DD 652]. George attended the rank of Machinist's Mate 1/c [E-8] and went over the hill for a week one month before the Chief's exam. He was reduced in rank to MM2 then passed the exam for advancement just prior to his discharge. Was it worth it? You bet! What an interesting week that was. But that's another story. It seems George is full of stories. The last year and a half of his enlistment was spent landlocked at NAS Chase Field, Beville, Texas, where he finished his tour as Master-At-Arms.

Arriving in South Texas, George was fascinated by the abundance of wildlife and assumed interest in another long-time fascination: tropical fish and reptiles. He subsequently opened a shop dealing with these, but closed it upon his discharge to accept a position as Curator of Fishes at the Richard Fiedrich Aquarium at Brackenridge Park in San Antonio. Although his primary duties revolved around the aquarium, he also worked in the other half of the department: the reptile house. Having never "putgrown" his childhood attraction to snakes, he enjoyed the opportunity to work with some truly exotic species. Spare time was often spent snake hunting - particularly for Diamondback rattlers. To this day he has a special fondness and respect for the large, nasty-tempered Texas rattlesnake - among the "big guns" of the snake world. Upon leaving the San Antonio Zoo, George returned to Chase Field [civil service] as a gas plant operator at the liquid oxygen facility.

George maintained many different critters at his home including coral snakes, assorted rattlesnakes, tarantulas, scorpions and black widow spiders. He was available for lectures to children's groups on the dangerous fauna of South Texas. Fascination with animals has led to some interesting episodes. (Ask George about Woody the turtle).

Like many Texas towns, Beeville has an annual rodeo and fair. One aspect of this is the local art show. In 1968 at the encouragement of his wife of the time, he decided to enter the art show. There would probably be mostly paintings - George had never painted in oils. He bought some canvas and paints and set to work. Of his three entries, he won a 3rd place and sold another. He has been painting ever since. He took a correspondence course through Famous Artists' Schools in Westport, Connecticut, and began studying under Simon Michael, the director of the School of Fine Arts at Rockport, Texas. George was commissioned by the U.S. Navy to paint a large portrait of Louis Miller, the first black hero of NAVF, to be hung in a new dining facility named in Miller's honor.

While living in Texas, George became involved in falconry, a fascinating sport he engaged in for several years until his return to Ohio. In 1973, in a Cleveland bookstore, he happened across the book "Modelling Ships In Bottles" by Jack Westman. Rushing home with his "find" he read it and proceeded the laborious task of building that first bottled ship. That was a mistake: he had been engaged later, finding Don Hubbard's book, "Ships In Bottles", he was hopelessly hooked. About the same time, he became friends with George Belfield, an expert tattoo artist, who took him into his studio and taught him that craft.

Working as a maintenance mechanic for General Electric and recently divorced, George decided to further his art education at Cleveland's Cooper School of Art. Leaving full time employment at G.E., he began freelance artwork as "Butterfly Graphics". He regularly works in acrylics, but oils, ink and pastels are handled with equal facility. He has been represented in galleries in Texas, Ohio and Massachusetts. Also interested in writing, like many another, he was going to write the "Great American Novel" which sits unfinished in a drawer. He occasionally writes poetry in his spare time.

George and his wife Carolyn (whom Don Hubbard has nicknamed "The Saint" because she puts up with George) moved to Massachusetts 13 years ago because of the abundance of art subject matter, historical interest and its proximity to the sea he loves so much. For several years he worked full time as a scrimshander, scrimshawing everything from minute ivory earrings to large scenes on whale teeth. His other interests are old blues music, antiques, American built motorcycles, horror flicks and reading "just about anything". George's "sweetheart" is "SLEVIN THE MAD MAN", his '78 Harley Davidson which he built from two motorcycles plus a few homemade parts, incorporating some ideas of his own. He rides daily, weather permitting. ("Some days it's just too much for my arthritis"). He is currently employed by D'Angelo Inc., a rapidly growing fast-food chain in the Northeast. ("The money is steady"). His work as a maintenance mechanic takes him all over New England.

George now paints only on commission. He admits to becoming obsessed with bottles - not just ships but anything that "can be stuffed through the neck". Evidence of this abounds in his studio: bottles filled with Popeye, the NODP (Bomino's Petrol), an ivory Navy canon, classical guitar, a colorful dragon, Rubio's cube and others. Although any subject can be a potential bottle model, his particular interest is in whaling ships. This is due in large measure by his former deep involvement with scrimshaw. He is slowly building a collection of whaling scenes in bottles which he hopes to leave to a whaling museum someday.

Referring to his studio as "Smithsonian Annex", people seem to find it a fascinating place to visit with its nage seashells, assorted turtle shells, antique ivory scrimshaw, seashell, fossil and skull collections - not to mention George's bizarre odd-ball inventions and other assorted "stuff". Carolyn says she is glad she doesn't have to clean THAT room! George says "She really is a saint - how many wives would give up the [living room] largest room in the house so it could become a studio? No wonder I love her!"

Given his artistic nature, George feels it was only natural he would begin adding more and more detail to his models - always working toward that "better" scene in a bottle. When he works he strives to create a 3 dimensional "picture" in a bottle. "No matter how beautiful a bottled ship may be, it can only hold a viewer's interest for so long", he adds, "but a scene - now that is something else. People will continue to look at that because they keep finding little surprises". He has had several shows of his work in area libraries and interviews/articles about his work in newspapers. He is always eager to discuss ships in bottles with anyone who will listen and to help others with modelling problems if he can. His 9 year old grandson is utterly fascinated by SIB and is George's student of this old craft.

George currently resides in Halifax, Ma. with his best friend, the Saint; his sweet-heart - his bike; Cassie his trusty German Shepard and Lucifer, a 6' foot python. George and Carolyn have a son, daughter and three grandchildren all who think "Pappy" is an oddball at times.

George's best advice to aspiring bottle modellers is "Don't give up. Face the challenges and make up your mind you CAN make that particular thing. And when it doesn't look good - scrap the part and remake it. Don't ever settle for "good enough" because, you know - when the model is finished, it won't be "good enough". And - always be careful fooling around with those bottles - don't get your finger stuck!"

Editor's Note:

This article was written by George, with only minor editing for printing purposes. He is a feature editor for this journal, writing "Let George Help You Do It" and is a regular contributor on all phases of ship in bottle craftsmanship. His other literary accomplishments include: past editor of "Sandbar" a monthly newsletter for federal civil service employees (Beaumont, Texas); contributing editor for tropical fish societies: "Tropical Breeds" (San Diego), "Angel Notes" (San Antonio), "Aqua Jewels" (Fort Lauderdale). He has won several prizes for his ship in bottle "scenes" (they are actually bottled dioramas) which are richly deserved for the magnificent artistry of his original creations.



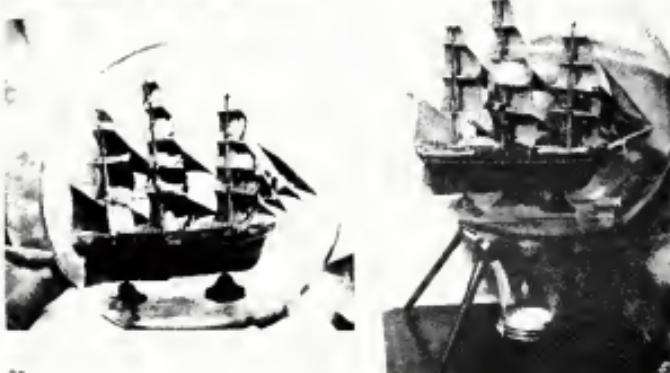
Above: George's "Sweetheart"

Left: George and friend "Lucifer"

BOTTLING THE ARMED VIRGINIA SLOOP of 1768.
Model by Paul E. Weidner.



THE CHARLES W. MORGAN
by Ralph W. Preston



THE WORKS OF CHRIS HAIR



Christ on the Cross-(takes us back to the early beginnings of bottled objects). The metal Christ had to be taken apart to get into the bottle. Base is marble chips. Presentation is not finished. Chris is holding the bottle.



The "Cutty Sark" is a Corning flask by Chris Hair.



Identical fishing "Cutters" in a Polish wine bottle by Chris.

THE WORKS of CHRIS HAIR
Continued.



A Sailing Race



Native Shows in a long bulb. Turkish flag on one Saudi flag other.



Junk is a 60 watt light bulb.

PLEASE PUBLISH,
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CONTACT KATHLEEN CONDON
EDUCATION DEPARTMENT
(212) 669-9400

SOUTH STREET SEAPORT MUSEUM HOSTS
NEW YORK SHIP AND BOAT MODEL FESTIVAL, AUGUST 8-9, 1992

Over one hundred model boat builders will descend on Pier 16 for the South Street Seaport Museum's 2nd Annual New York Model Ship and Boat Festival on Saturday and Sunday, August 8-9. The festival will include demonstrations and displays, of both working and static models, from across the nation. Modelers will present the staggering variety of approaches to this age-old art form. Visitors will see working models in action in the festival pond. Future model builders will not be overlooked: between 2 and 4 p.m., children can make their own fanciful, floatable mini-ships. Event produced in collaboration with Seaport Marketplace, Inc. and supported in part by the National Endowment for the Arts and the Folk Arts Program of the New York State Council on the Arts. Collaborating model clubs include: Central Park Model Yacht Club, Empire State Model Mariners, Ship Model Society of Northern New Jersey, and the South Orange Seaport Society.

To display a model you've constructed yourself, call or write for a registration form (Kathleen Condon, Adult Program Coordinator, South Street Seaport Museum, 207 Front Street, NY, NY 10038; 212-669-9400.) Registration deadline is July 24.

No direct commercial sales are allowed at the festival; however, participants may distribute business materials. Those interested in selling models through the Museum Shops at the Festival call Ann Wells at 212 669-9400.

New York Model Ship and Boat Festival, Pier 16, August 8-9,
1-5 pm



South Street Seaport Museum
207 Front Street
New York, New York 10038
Telephone
212 669-9400

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--FEATURES MODEL BUILDERS

--DISPLAYING MODELS CONSTRUCTED BY PARTICIPANTS ONLY

--INTRODUCES VISITORS TO BROAD RANGE OF MODELING TRADITIONS

--STATIC AND WORKING SHIP AND BOAT MODELS

--ON-SITE POND FOR WORKING SHIP MODELS

--JULY 24 REGISTRATION DEADLINE

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--MUSEUM PASSES AND SEAPORT MERCHANT DISCOUNTS FOR PARTICIPANTS

--NO DIRECT COMMERCIAL SALES ALLOWED AT THE FESTIVAL; HOWEVER,
PARTICIPANTS MAY DISTRIBUTE BUSINESS MATERIALS

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SOUTH STREET SEAPORT MUSEUM preserves and interprets the
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McCaffery describes in detail, his technique for making miniature ship models which he has developed over the last two decades. A chapter on "background" gives you an idea what he does even before building a model. His outline for research is a standard for model ship builders.

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The techniques and tips will help the modeler do a good job on any model ship from start to finish.

Many of McCaffery's models are in public collections which include the Columbia River Maritime Museum and the Oregon Historical Society.

This 144 page book has 85 photographs and 26 line drawings ISBN 0-9615921-3-4

Originally published in 1968 and out of print for more than a year, this book has recently been re-released for a limited time.

Book News

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After various duties down the channel, she accompanied Koppe's fleet off Ushant in July 1778 and was deployed seeking out the location of the enemy fleet. She was taken by surprise on July 17 and captured by the French frigate JUPITER.

Peter Goodwin started his career as an engineering apprentice. His first book was *The Construction and Fitting Of the Sailing Man Of War 1650-1850*. He has also written two other Anatomy volumes, *The 20-Gun Ship Blandford* and *The Bomb Vessel Granado*. Once a Polaris submariner and afterwards a design engineer, he is now employed on the VICTORY at Portsmouth, England.

The book is 128 pages with 30 photographs and 250 line drawings. ISBN 0-9615881-8-5.

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THE OSAKA SHIPS-IN-BOTTLES MUSEUM MODEL EXCHANGE

As we have mentioned in previous editions of *Bottle Shipwright*, the Japanese have established a ship-in-bottle museum as part of their new waterfront project in Osaka. The museum is being run by members of the Japanese Ships-In-Bottles Society under the leadership of their president, Juno Okada.

Mr. Okada has also been appointed curator of the new museum and has put out a call for models from foreign builders to add to those built by his countrymen. To accomplish this, members of the Japanese Association are offering to exchange copies of the "Golden Ship" (illustrated below) for one of your own works. The "Golden Ship" is a symbolic ship model in the Japanese tradition, and well worth adding to your collection.

To arrange an exchange, please send your model to: Juno Okada, 39-1-1, Nagai-Higashi, Sumiyoshi-ku, Osaka, 558, Japan, or you may write and ask for further particulars. Your model should be double packed in two sturdy cardboard boxes, and surrounded by shock absorbing material (unshelled/unoiled popcorn works). Mark the outer box "fragile". You may insure it if you wish. Send it by "Sea Mail" and mark it as an "unsolicited gift". Of course, include your name and return address *INSIDE* as well as outside the package.

This is a great opportunity to have your model on display in a museum and to also obtain a fine piece of work for your own collection. Why not take advantage of it!!



Above: A partial view of the models on display in the new Osaka Ships-In-Bottles Museum.

Left: One of the Golden Ships being offered by the Japanese Association in exchange for foreign models.



The Ships of the Sea Museum, located in one of the first waterfront buildings to be restored (1986) in Savannah, is dedicated to the great ships of the world and the brave men who sailed them. Housing one of the world's finest collections of models and artifacts representing the 2000 year quest to conquer the sea, the four stories of the Ships of the Sea Museum are just steps away from the bustling Savannah River made of wood.



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